

## JANUARY CITIZEN OF THE MONTH

**HON. CAROLYN MCCARTHY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mrs. MCCARTHY of New York. Mr. Speaker, I have named Joseph DiGiorgio, Army veteran and co-founder of the Mineola Volunteer Ambulance Corps as Citizen of the Month in the Fourth Congressional District for January 2001.

Joseph exemplifies the American spirit of patriotism and community activism. He served his country and came home to serve his community.

A resident of Mineola for 50 years—since 1955—Joseph served in the Army during World War II with distinction, receiving many commendations for courage under fire in England, France, Belgium, Holland and Germany.

Joe has a strong interest in veterans' issues and is an active member of Disabled American Vets (DAV) and the Veterans of Foreign Wars (VFW).

Never one to slow down, Joe's service to his country carried over to his community. He and his wife Louise stated the Mineola Volunteer Ambulance Corps in 1977 at their kitchen table at 116 Jerome Avenue, known as the "Mineola White House." Together they raised funding through citizen contributions and grants.

In the beginning, calls to the ambulance service were answered from homes. Today, the Mineola Ambulance Corps responds to over 1,300 calls per year.

The Mineola Ambulance Corps has grown from one basic life support ambulance to three Advanced Life Support Ambulances, equipped with modern life-saving equipment, administered by over 70 paramedics, EMT's and other emergency-trained people.

I congratulate and thank Joseph, his wife Louise, his daughter Joanne for their community activism and loyal service to Long Island.

## A TRIBUTE TO DR. JACK MACKEY

**HON. BOB SCHAFFER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. SCHAFFER. Mr. Speaker, today I rise to honor a man who has, throughout his entire career as a physician, embodied the values of rural America—hard work and dedication. On December 1, 2000, Dr. Jack Mackey of Sterling, CO, after more than four decades of ardent service, retired and closed his medical practice.

As a young man, Jack Mackey joined the Army entering corpsman's school. Shortly thereafter, he was stationed in Denver, at Fitzsimmons Army Base, for a stint of three years. Following his honorable discharge from the Army, he attended and ultimately graduated from the University of Denver and University of Colorado Medical School.

While completing his education, Jack gained valuable experience as an intern at St. Lukes Hospital in Denver. Afterwards he launched

into a private practice in Nebraska. Dr. Mackey then moved to Sterling, CO, where he established a glowing reputation for his devotion, care and concern for humanity. He traveled long distances throughout the eastern plains, treating many patients on numerous housecalls.

Dr. Jack Mackey has provided excellent care and the gift of good health to many residents of Colorado's Fourth Congressional District. I ask my colleagues of this great House to join me in extending a special "thanks" to Dr. Mackey. May God's Blessings continue to be with him as he begins what we all hope will be a long and certainly a well deserved retirement.

## CONGRATULATING EDWARD AND PEGGY PESTANA

**HON. GEORGE RADANOVICH**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. RANDANOVICH. Mr. Speaker, I rise today to congratulate Edward and Peggy Pestana as they celebrate their 50th wedding anniversary. Edward and Peggy Pestana were married on December 16, 1950 in Riverside, California.

In 1949, after graduating from San Leandro High School, Edward enlisted in the U.S. Air Force where he proudly served as a gunner, boom operator, instructor/evaluator, and recruiter until he retired in 1971 as senior master sergeant. In 1975, Edward earned his bachelor of arts degree in psychology from LaVerne College. Then, for 14 years he worked as a social worker and conservator investigator for Merced County.

Peggy graduated from Hayward High School in 1949. In 1965 she began her career as a textbook clerk, which she continued for 25 years at three different school districts.

Edward and Peggy Pestana retired together in 1991 and live at home in Mariposa. Since their retirement, the couple has traveled extensively around the world. They are still active docents at the Mariposa History Center. Peggy also participates in two programs to help the underprivileged: the Brown Bag and the Commodities programs.

Edward and Peggy have three sons and seven grandchildren.

Mr. Speaker, I want to congratulate Edward and Peggy Pestana on their Golden Wedding Anniversary. I urge my colleagues to join me in wishing them many more years of continued happiness.

## IMPROVE, DON'T RE-REGULATE OUR NATION'S AVIATION SYSTEM—THESE REMARKS APPEARED AS A "GUEST COLUMN" IN THE ALTOONA MIRROR ON JANUARY 29, 2001

**HON. BUD SHUSTER**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. SHUSTER. Mr. Speaker, at the end of this month, I am retiring from Congress after

being fortunate enough to represent the 9th District of Pennsylvania for 28 years, most recently as chairman of the House Committee on Transportation and Infrastructure. I am proudest of my efforts to improve the nation's transportation system, especially highways, transit, and airports.

In 1998, I introduced the Transportation, Equity Act for the 21st Century, which guaranteed that revenue from highway users will be used to fund transportation improvements. This landmark legislation, TEA-21, will result in a \$219 billion investment in highway and transit systems by 2003.

And last April, President Clinton signed into law my Aviation Investment and Reform Act for the 21st Century (AIR-21), which will unlock revenue from taxes on airline tickets to enhance aviation safety and improve infrastructure by providing more money for terminals, gates, taxiways and other improvements. Overall funding for Federal Aviation Administration programs will increase from about \$10 billion in fiscal 2000 to more than \$13 billion annually over the next three years.

However, I believe this bipartisan measure should be regarded as only a first step. The FAA still lacks funding to modernize the air traffic control system, and we remain woefully short of airport capacity to serve the 660 million passengers who fly each year, a number that has more than doubled since 1978.

In recent months, there has been considerable discussion about how consolidation in the airline industry will affect the future of air travel, particularly in the wake of proposed mergers between United Airlines and USAirways, initiated last May, and the American Airlines takeover of TWA, announced this month. In my opinion, much of the concern about these developments is misplaced.

The United-USAirways merger, for example, will create more than 500 new airport-to-airport routes, including 64 new domestic non-stop flights. But more importantly, it will preserve and expand access by USAirways passengers to a convenient, seamless, national and international airline network—the kind of air travel that is essential for companies doing business in today's global economy. Without this merger, USAirways is almost certain to fade away, costing tens of thousands of jobs and reducing air service—especially for smaller cities on less-profitable routes that usually are the first to lose flights and the last to get them back.

Many of the same benefits apply to the American Airlines purchase of TWA, which has lost money for a decade and is now in its third visit to bankruptcy court. American gains a strong hub in St. Louis, allowing it to increase competition by adding capacity. But more significantly, the deal will preserve access to a competitive, comprehensive airline network for the cities now served by TWA.

Certainly, these mergers raise some issues, which are being handled by the Justice Department. United has proposed to increase competitiveness by operating the Boston-New York-Washington shuttle with American. DC Air, the spin-off airline created by the merger, will preserve service from Reagan National Airport to the 43 cities now served by USAirways. In addition, American is buying 49 percent of DC Air (thus giving the new airline

access to American's planes, capital and operating expertise), and has agreed to maintain nonstop service on five key hub-to-hub flights where both United and USAirways currently operate for at least 10 years to ensure competition.

I believe Justice is quite capable of ensuring that these mergers will benefit the traveling public. But I think it would be a mistake to regulate the airlines, as suggested by some well-meaning lawmakers. The airline industry does not need federally mandated competition "guidelines"—it needs the gates, terminals, runways and traffic control systems that will allow it to grow. Even though many carriers have come and gone in the 20-plus years since airlines were deregulated, average fares have dropped 40 percent in constant dollars—proof of healthy competition in the skies.

Half a century ago, the president and Congress launched what became the world's greatest road network, America's Interstate highway system. I am proud that we have taken steps to preserve that network. And I hope that the new Administration and Congress will make the same effort to enhance our nation's system of air travel.

#### NEW BEDFORD MAKES PROGRESS ON CLEAN WATER

#### HON. BARNEY FRANK

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. FRANK of Massachusetts. Mr. Speaker, we often hear tales of woe from local officials and it is important that we remain cognizant of these, so that we can act to correct policy mistakes and other circumstances that cause undue stress to the people who have the important job of administering our municipalities. But it is also important to note when as a result of cooperation among the various offices of government, we get something right. I was pleased to receive from the Mayor of New Bedford, MA, Fred Kalisz, an interesting discussion of how cooperation at all three levels has resulted in a policy involving the cleaning of New Bedford Harbor which has had beneficial environmental and economic effects, without having an excessively harsh financial impact on the citizens of that area. I submit the following instructive discussion from Mayor Kalisz into the CONGRESSIONAL RECORD.

[From the City of New Bedford, Office of the Mayor]

#### THE CITY OF NEW BEDFORD WASTEWATER IMPROVEMENTS FUNDING HISTORY

The City of New Bedford is an old coastal community located on the South Coast of Massachusetts, approximately 50 miles south of Boston. Considered by many as the gateway to Cap Cod, Martha's Vineyard and the Islands.

New Bedford's colorful history is intimately tied to the sea. As one of three deep-water ports in the State of Massachusetts, and home to the second largest fishing fleet in the country, New Bedford's history, past and future is tied to the sea and the stewardship of its resources.

The City occupies a land area of 19 square miles and has a mean elevation of 50 feet

above sea level. Established in 1787, New Bedford was incorporated as a City in 1847.

The New Bedford wastewater collection system was originally constructed in the middle 1800's as a system of sewers that discharged wastewater directly into the City's inner harbor and Clark's Cove. Between 1910 and 1920, the City expanded the system by adding a main interceptor, conveying wastewater through a now abandoned screen house, into an outfall, discharging into Buzzards Bay.

In 1972, the City added a primary treatment facility located on Fort Rodman, at the southern most tip of New Bedford, to provide primary treatment to the outfall discharged to the Bay. In 1986, the U.S. Environmental Protection Agency (the "EPA") and the Commonwealth of Massachusetts issued joint permits to the City requiring immediate compliance with the secondary wastewater treatment requirements of the Federal Clean Water Act of 1972 (the "CWA") and the Massachusetts Clean Water Act (the "Massachusetts Act").

In 1987, the City entered into a Consent Decree and began implementation of a Capital Improvement Program (CIP) designed to comply with regulatory mandates of the CWA and the Massachusetts Act. Capital improvement costs identified by the Decree totaled nearly \$225 million and were projected to increase typical household sewer bills from less than \$70 per year to over \$1000 per household. This court action put the City on schedule to improve its collection and treatment systems through the planning, design, and construction of approved collection and treatment facilities.

The cost of complying with the mandates of the Consent Order represented a major economic and financial burden for the City and its citizens. The City entered into

In total, the City of New Bedford completed twelve major wastewater related infrastructure projects totaling 177 million dollars, to comply with Federal and State clean water mandates ending decades of deferred maintenance and environmental neglect. Today, New Bedford boasts its heritage of the sea with renewed commitment to the stewardship of its resource.

Thousands of acres of shellfish beds, closed for decades, are now open, creating jobs and providing tangible evidence to the success of a community committed to environmental progress.

However, these efforts came at great cost for resident shareholders pressed to afford the resources necessary to end these decades of neglect. To a community that experienced double digit unemployment, and a blue-collar workforce with a median family income of less than \$28,000 per year, New Bedford initiated and raised sewer fees in a depressed economy to support this Herculean effort.

The community viewed original rate projections in the initial phases of the projects timetable with despair. They could ill afford the enormous expense of the commitment before them, help was needed, and New Bedford could not do it alone.

In July of 1988, the City of New Bedford established and adopted the first sewer fee in the municipalities' history, equal to 34 cents per thousand gallons of water discharged into the sewer system. By January 1994 this rate had increased to \$3.55 for the same thousand gallons, a 1000% increase. Based on project engineering estimates and financial considerations, rates were expected to approach \$6.00 per thousand gallons by the year 1999.

The Massachusetts Water Pollution Abatement Trust (The Trust) was established in

March 1993. Utilizing Federal grant money, the Trust established a State Revolving Fund that provided zero interest loans for sewer related infrastructure improvements for municipalities faced with mandates to meet environmental regulations.

This form of Federal and State support of capital improvement project has become a critical component for municipalities to move progressively forward in achieving environmental goals.

In the case of the City of New Bedford, this support has enabled the community to complete every project outlined in their facilities plan to provide infrastructure capabilities for industrial, commercial and residential growth, while meeting clean water mandates and environmental commitments.

As a result of our efforts, New Bedford is the first community to take advantage of extending State Revolving Fund debt and amortizing these commitments out over 30 years. Thus extending the term of the SRF debt to reflect the useful life of the financed projects again minimizing impacts to rates. A community that once faced sewer fees that were unaffordable has completed the largest sewer related capital improvement program in its history, without breaking the back of the ratepayers.

This is testament to Federal, State and Local governments forming partnerships to solve problems.

ELLIS ISLAND MEDALS OF HONOR  
AWARDS CEREMONY—NECO  
CHAIRMAN WILLIAM DENIS  
FUGAZY LEADS DRAMATIC  
CEREMONY ON ELLIS ISLAND,  
NY, MAY 6

#### HON. DAN BURTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. BURTON of Indiana. Mr. Speaker, standing on the hallowed grounds of Ellis Island—the portal through which 17 million immigrants entered the United States—a cast of ethnic Americans who have made significant contributions to the life of this nation were presented with the coveted Ellis Island Medal of Honor at an emotionally uplifting ceremony.

NECO's annual medal ceremony and reception on Ellis Island in New York Harbor is the Nation's largest celebration of ethnic pride. Representing a rainbow of ethnic origins, this year's recipients received their awards in the shadow of the historic Great Hall, where the first footsteps were taken by the millions of immigrants who entered the U.S. in the latter part of the nineteenth century. "Today we honor great ethnic Americans who, through their achievements and contributions, and in the spirit of their ethnic origins, have enriched this country and have become role models for future generations," said NECO Chairman William Denis Fugazy. "In addition, we honor the immigrant experience—those who passed through this Great Hall decades ago, and the new immigrants who arrive on American soil seeking opportunity."

Mr. Fugazy added, It doesn't matter how you got here or if you already were here. Ellis Island is a symbol of the freedom, diversity and opportunity—ingredients inherent in the fabric of this nation. Although many recipients